

Appl. No. 10/774,392
Amendment dated: March 11, 2005
Reply to OA of: September 14, 2004

REMARKS

Applicant has amended the specification and claims to more particularly define the invention taking into consideration the outstanding Official Action. The specification has been amended at pages 3, 4 and 6 to delete the reference to the lash hole 17 and cleat section 18 which were objected to by the Examiner with respect to the drawings. Accordingly, the drawings are not in need of correction since the objected to reference sign(s) mentioned in the description have been deleted. Therefore, it is most respectfully requested that the objection to the drawings be withdrawn.

Applicant notes the rejection of claims 1-5 as failing to define the invention in the manner required by 35 U.S.C. 112, second paragraph because the claims are narrative in form and replete with indefinite and functional or operational language. Accordingly, Applicant has amended the claims to obviate this rejection. It is therefore most respectfully requested that this rejection be withdrawn.

Applicant most respectfully submits that all the claims now present in the application are in full compliance with 35 U.S.C. §112 and are clearly patentable over the references of record.

Applicant notes the Examiner's comments with regard to the failure to apply the prior art rejections in that this should not be construed as an indication of allowable subject matter. Until further examination of the claims in the next Official Action, no further comment is required at this time.

However, Applicant wishes to point out that the invention's said first connector is inserted into the inner diameter at the end section of a curved anchor footing of a vehicle tie down rail and a second coupling section is inserted into the inner diameter of a straight, thin long pipe member at the end section of the vehicle tie down rail. All citations from the Examiner disclose the connect status of a curved anchor footing of a vehicle tie down rail and long pipe member at the end section of the vehicle tie down rail do not show any first connector and second connector as in the presently claimed invention.

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In view of the above comments and further amendments to the specification and claims, favorable reconsideration and allowance of all of the claims now present in the application are most respectfully requested.

Respectfully submitted,

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